GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:4256
ANSWERED ON:20.04.2015
KONKAN RAILWAYS
Raut Shri Vinayak Bhaurao

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the poor condition of Konkan Railway tracks and if so, the details thereof;

(b) whether a number of accidents were caused due to breaking of rail tracks during the last four years and if so, the details thereof, year-wise;

(c) whether the Railways have constituted any enquiry Committee for this purpose and if so, the details of the report of the Committee along with the action taken thereon;

(d) whether the Safety Commissioner of Railways has warned about the traffic on Konkan Railway route and if so, the details of action taken by the Railways thereon; and

(e) the steps taken by the Railways for the safety of Konkan Railway route and passengers?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA)

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 4256 BY SHRI VINAYAK BHAURAO RAUT TO BE ANSWERED IN LOK SABHA ON 20.04.2015 REGARDING KONKAN RAILWAYS

(a): Konkan Railway tracks are maintained in safe condition by following the laid down practices in codes and manuals. Trains are operated after ensuring that tracks are fit. In case of any unsafe condition, attention is given before the tracks are put in operation.

(b)to(e): There was no accident due to breaking of rail tracks during the period of 2011-14. There were only two accidents due to breaking of rail tracks in the year 2014-15. In both the accidents, enquiry committee of senior officers of Konkan Railway Corporation Limited (KRCL) was constituted, which concluded that fractures were a result of fatigue and old flaws in the rail. Commissioner of Railway Safety (CRS) recommended that fresh Ultra Sonic Flaw Detection (USFD) testing may be got done. A fresh round of USFD was conducted for the entire route and, wherever required, necessary action in the form of replacement of rail, clamping by joggle fish plate etc. has been undertaken.

In a separate case, CRS has also recommended protection of track from falling of vehicles from the roads running adjacent to the top of cuttings. A survey was carried out, vulnerable cuttings were identified and protection works by way of road diversion/ bund/ trenching completed at most locations. For remaining few locations, barricading work has been taken up.